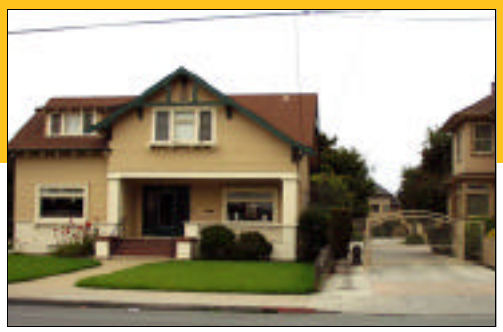
City of Watsonville

Livable Community Residential Design Guidelines

A Guide to Building Better Neighborhoods and Housing



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with assistance by: RACESTUDIO
partners: US Department of Energy
Monterey Bay Unified Air Pollution Control District

Foreward

The Livable Community Residential Design Guidelines respond to the growing housing needs of Watsonville's residents. The Guidelines conserve desirable characteristics of established areas. They shape new residential development to create more livable neighborhoods.

Watsonville's Need for Housing

Watsonville is a community caught up in the Bay Area's housing crisis. In 2000, Watsonville saw large increases in housing costs. Watsonville was one of the top three cities in California in terms of percentage increase. The pressure on existing residents to find housing, and housing that is affordable, will continue to rise unless more units are developed.

Conserving Neighborhoods

City policies emphasize infill and intensification of residential development, rather than expansion onto valuable agricultural land. The City's objective is to develop more housing in a way that conserves the desirable characteristics of established neighborhoods, while improving new and evolving neighborhoods. The Watsonville Livable Community Residential Design Guidelines meets this objective by framing a future that builds on the best of the past.

Shaping the Future

The Watsonville Livable Community Residential Design Guidelines are based on seven neighborhood and architectural design principles. The principles organize the community's desires expressed though workshops and meetings. These principles establish the basic design rules that will encourage housing in new and existing neighborhoods to contribute to a more livable Watsonville.

Contents

SECTION ONE: Introduction

The Watsonville Livable Community Residential Design Guidelines are a product of a community-based process that involved community charrettes and workshops. The Guidelines provide a framework of neighborhood and design criteria for shaping residential development in Watsonville. It complements the community's land use and growth management policies by illustrating how infill housing and new subdivisions can result in a community of interconnected districts where existing residential neighborhoods are enhanced and new ones are created.

ABOVE:

The process included a community charrette facilitated by the Local Government Commission in March 1999 and a community workshop facilitated by RACESTUDIO in October 2000.

1.0 Purpose

Located in the beautiful Parajo Valley, Watsonville is facing opposing economic forces. Its traditional agricultural economy is under pressure from Silicon Valley's knowledge-based industries and the Bay Area housing shortage. This has created a surge in the demand and cost of housing in Watsonville and placed economic pressure on existing residents.

To address these forces, Watsonville desires to minimize sprawl onto agricultural lands by increasing the density of residential development to provide housing that meets the needs of a variety of income levels. The Guidelines pursue these objectives in three ways.

The Guidelines:

1. Support the development and conservation of livable neighborhoods;

2. Shape and connect new subdivision developments to the community;

3. Provide direction for shaping infill housing in existing neighborhoods; and

4. Inform the update of the Zoning Ordinance and other City standards.

1.1 Process

The Livable Community Residential Design Guidelines are the product of a two-year, two-step process.

Step 1: Community Charrette and Preference Survey

The first step was a community charrette. In March 1999, the Local Government Commission worked with the Community Development Department in sponsoring a community design charrette. The charrette examined various community growth scenarios with an emphasis on pursuing patterns of development that were similar to Watsonville's traditional neighborhoods. Concurrent with this effort, The Local Government Commission presented a preference survey. The preference survey used photographs from Watsonville and similarly scaled communities. The goal of the survey was to identify the types of streets and architecture the community preferred.

Over the course of several months, 125 residents participated in the sur-

vey. The summary memo for the survey stated, *"Images of those parts of the city that are unique to Watsonville and reflect its character received high ratings."*

The results summary indicated the most desirable ingredients for future design and planning in Watsonville should include:

- Trees
- Good architecture
- Landscaping
- Wide sidewalks
- Front porches
- No cars/garage in back
- Views

Step 2: Livable Community Workshop and Livable Community Residential Design Guidelines

The second step included the preparation of the Watsonville Livable Community Residential Design Guidelines and a community workshop.

The objectives for the workshop included:

- Presenting a summary of housing issues and opportunities;
- Reviewing and discussing livable community neighborhood and residential design principles; and
- Identifying Watsonville's distinctive neighborhood and design features.

At the October 2000 Livable Community Workshop, participants said that the most distinctive neighborhoods were the Downtown, Martinelli Neighborhood and Bay Village retirement community. The community also identified the most distinguishing features of Watsonville's historic traditional neighborhoods, low density infill neighborhoods, and new subdivisions.

Most distinguishing features of traditional neighborhoods discussed by participants included:

- Quality and diversity of architecture
- Front and back yards
- Mixed density
- Street life
- Trees

Most distinguishing features of low-density infill areas discussed by participants included:

- Were not planned
- Need for more open space
- Need for more landscaping
- Parking in streets
- Have fences
- Larger lots with small houses
- Some lots without back yards

Most important distinguishing features of newer subdivisions discussed by participants included:

- Not as much variety
- Smaller yards
- Have fences
- Inward focus
- More expensive

Neighborhood and architectural design guidelines build on what the community values in Watsonville's "fabric" of neighborhoods. The Guidelines capture Watsonville's positive design features and work to alleviate undesirable features.

1.2 Organization of Guidelines

The Watsonville Livable Community Design Guidelines are organized into four sections. These include:

Introduction

This section provides background on the purpose, process, organization of the report, and its relationship to other policies and documents.

ABOVE:
Participants in the October 2000 Livable Community Workshop present their image and neighborhood analysis maps of Watsonville.

ABOVE:

The Guidelines are applied to (1) public works projects in residential neighbor - hoods, (2) subdivisions, (3) infill multi - family projects and (4) single family accessory units along alleys.

Neighborhood Design
The second section provides an overview of design characteristics and features of neighborhoods and guidelines for neighborhood design. Neighborhood design guidelines are for new subdivisions, infill housing, residential streets, alleys, and mixed-use streets.

Residential Design
The third section focuses on residential design for single family and multi-family development.

Case Studies
The fourth section provides case study examples of how the Guidelines would shape various types of residential projects.

1.3 Relationship to other Policies and Documents
The Guidelines support existing land use and growth management policies for Watsonville. They are intended to communicate the community's expectation for quality neighborhoods and housing. The Guidelines are to be used in concert with Watsonville's General Plan, Zoning and Subdivision Ordinance, and other area plans.

General Plan Goals
The following goals from the City's General Plan support the development of new residential Design Guidelines.

• Goal 4.2
Support the preservation of existing neighborhood character and community value.
• Goal 4.7
Require the provision of suitable housing types for all residents including new standards for projects with higher densities and mixed uses.
• Goal 4.8
Encourage the formulation of regulations that reflect the direction of the General Pan.

The Residential Design Guidelines will add a qualitative direction for new projects in support of General Plan policies. The Guidelines provide guidance for increasing density with greater attention paid to amenities; creation of a community of interconnected and livable neighborhoods; and ways to reduce the impact of parking on neighborhood design.

Zoning Ordinance
The Guidelines are to be used in conjunction with the Zoning Ordinance. The City's Zoning Ordinance currently establishes a very basic quantitative direction for residential development standards including setbacks, lot coverage and parking. The Guidelines supplement the development standards with neighborhood and architectural design principles and guidelines.

Subdivision Ordinance
The Subdivision Ordinance and City engineering design standards currently establish the process required for approval and basic street and lot standards. The Guidelines augment these standards with additional criteria for public streetscape and a greater variety of street sizes and alleys. The Guidelines support the overall objectives for pedestrian friendly streets and neighborhoods by adding these qualitative elements to the design review process.

1.4 Using the Design Guidelines
The Guidelines demonstrate the qualitative aspects to right-of-way, site and architectural design for residential projects in Watsonville. They are to be used in conjunction with the City's zoning and subdivision ordinances.

Types of Projects
The Guidelines establish criteria for the design of residential projects of various scales. Projects affected by the Guidelines include:
• Public works projects in residential neighborhoods and subdivisions;
• New subdivisions;
• Infill multifamily and single family with accessory units; and
• Renovation of existing residential structures that add units.

Review Process
All residential projects with two or more units are required to comply with the City's standard design review process and the following residential design guidelines. Residential development will require one of the following three tiers of review.

• Tier 1 Projects: Staff Review
Tier 1 review is for smaller multifamily infill projects with 10 or fewer units that are consistent with zoning and do not require approval of a major or minor subdivision. The process includes a staff review of the design proposal. If necessary, the applicant can appeal to the Planning Commission.

• Tier 2 Projects: Staff and Planning Commission Review
Tier 2 projects include multifamily infill over 10 units that is consistent with the zoning. Additionally, projects that require a minor land division or single family projects with a "granny flat" or historic designation require Tier 2 review. The review process includes concept review with staff and a public hearing with the Planning Commission.

• Tier 3 Projects: Staff, Planning Commission and Council Review
Tier 3 review projects include multiple parcel projects, larger infill development (sites greater than 20,000 SF), planned unit developments, and subdivisions with five or more parcels. This includes concept review with staff, public hearing with the Planning Commission and the City Council.

Submittal Requirements
(In addition to the standard submittal requirements)
The submittal requirements for projects subject to the Design Guidelines require additional information to help inform the process by communicating each project's context and character with surrounding public streets and places. Each submittal is required to provide an analysis of its context (i.e., scale, architectural design, pedestrian connections, etc.).

Submittal requirements for context analysis for residential projects are summarized in greater detail in the approval application. Other information required for building permits, conditional uses, rezoning or plan amendments are in addition to those listed for design review. The Community Development Director may request additional drawings, calculations or other information for multifamily infill projects or subdivisions.

ABOVE:
Sketches illustrating the character of public streets and places are required for new subdivisions and larger multifamily infill development projects.

SECTION TWO: Neighborhood Design

The Watsonville Livable Community Residential Design Guidelines provide criteria for enhancing and creating walkable and livable neighborhoods. The Guidelines conserve what the community values in its traditional neighborhoods and transfers those qualities to new subdivisions. They provide guidance for public works projects and how public and private investment come together to create quality residential addresses.

ABOVE:
The Guidelines reflect the neighborhood and architectural design character val - ued by the community.

Introduction: Understanding Watsonville's Neighborhood Patterns

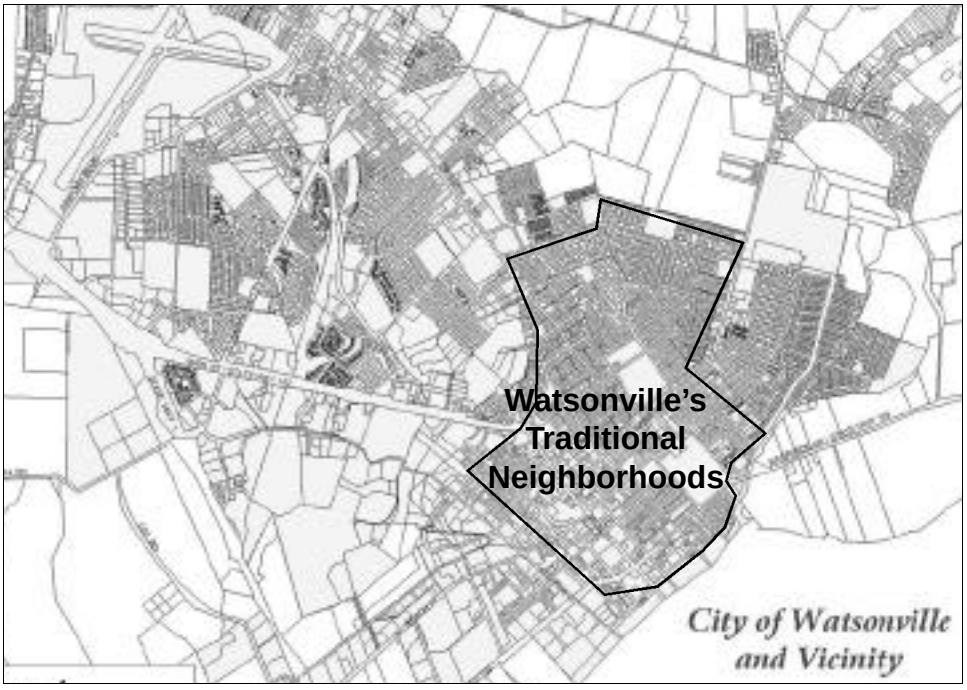
Before World War II, Watsonville developed slowly. The traditional gridded blocks were incrementally added to the City, and lots were developed a few at a time. Schools, parks and shopping were an integral part of these traditional neighborhoods. The city was walkable and compact.

The traditional neighborhoods had a variety of housing types. There were large houses and bungalow courts next to one another. This resulted in mixed-density and mixed-income neighborhoods.

At the edge of Watsonville's urban area, streets turned and curved as they approached the city through PajaroValley farms. Agricultural lands came right up to the edge of the community, further defining what was town and country.

Post World War II Watsonville evolved in a very different way. As many communities in California, Watsonville started to grow more rapidly and used new development standards that emphasized automobile parking and travel speed. Post War Watsonville grew along Beach Street (old 152) and Freedom Boulevard. Eventually, State Roads 152, 129 and Highway 1 provided access to areas outside the city limits. These areas developed in patterns reflecting the shape of agricultural parcels, wetlands, and new auto-oriented development standards. The new subdivisions did not integrate parks, schools or shopping. They also tended to have less variety in density and income levels, were more introverted, and less connected to other parts of the community.

Rural residential areas have provided affordable housing for many of Watsonville's agricultural workers. These formerly unincorporated County lands developed with more irregular patterns and without the City development standards for construction, streets and utilities. Small houses, large lots and a lack of pedestrian facilities characterized these rural settlements. Now these low density areas are part of Watsonville and are being redeveloped at higher densities.



ABOVE:
Watsonville's neighborhood patterns reflect the evolution of the community from a traditional agricultural town into a suburb. In the map above, the contrasting patterns of historic blocks in the central parts of the city and Post War subdivisions are clearly evident.

2.0 Neighborhood Design Principles
Section Two of the Guidelines focuses on neighborhood planning and enhancement. This includes infill projects in existing neighborhoods, new subdivisions, creating and enhancing residential streets and alleys.

The section identifies five overall guiding principles. Each principle is supported with planning and design guidelines.

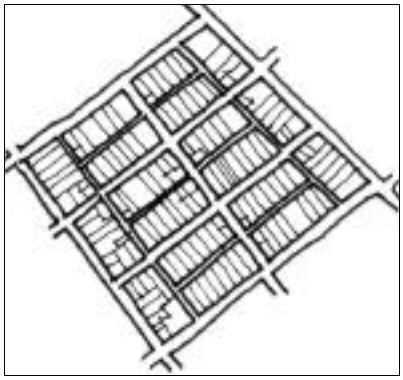
NEIGHBORHOOD PLANNING PRINCIPLE 1: Infill Housing
In Watsonville's existing neighborhoods, infill housing should be of similar scale, orientation and design as the existing structures.

NEIGHBORHOOD PLANNING PRINCIPLE 2: New Subdivisions
New subdivisions should be planned as an extension of the community's pattern of streets, parks, lots and blocks.

NEIGHBORHOOD PLANNING PRINCIPLE 3: Residential Streets
Residential streets should be pedestrian friendly with wide sidewalks, street trees and other amenities.

NEIGHBORHOOD PLANNING PRINCIPLE 4: Alleys
Alleys should be utilized as opportunities to create new quiet and walkable secondary residential addresses and provide for off-street parking.

NEIGHBORHOOD PLANNING PRINCIPLE 5: Mixed Use
Mixed-use streets should possess a pleasing pedestrian edge along the sidewalk.



ABOVE:
Both of the above Watsonville neighborhoods are distinctive. However, they have very different neighborhood patterns.

The first diagram is a an example block pattern from one of Watsonville's traditional neighborhoods. It features:

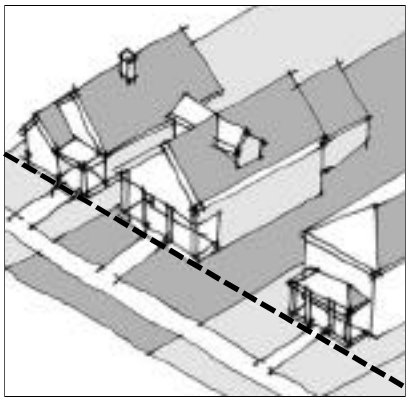
- *Grid blocks*
- *Alleys*
- *Variety of lot sizes*

The second diagram is an example from a Post War neighborhood. It features:

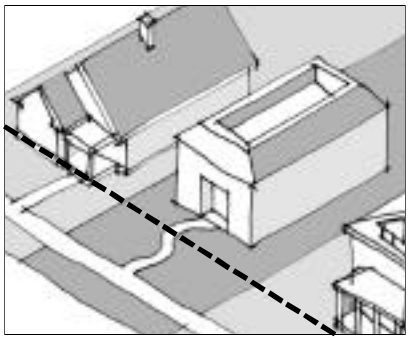
- *Curvilinear streets*
- *Cul-de-sacs*
- *Similar size lots*

NEIGHBORHOOD PLANNING PRINCIPLE 1: Infill Housing

In Watsonville's traditional neighborhoods, infill housing should be of similar scale, orientation and design as the existing structures.



ABOVE: Desirable
This residential infill project fits within the traditional neighborhood. It demonstrates the principle of how infill housing should be of a similar scale, orientation and design as the existing structures.



ABOVE: Undesirable
This residential example does NOT fit into the neighborhood. It is set back to far from the street and lacks the basic architectural roof forms and elements found in the surrounding neighborhood.

2.1 Infill Housing in Traditional Neighborhoods

The following guidelines pertain to infill housing in Watsonville's historic neighborhoods. These neighborhoods have grid-shaped blocks, alleys, and a variety of lot sizes.

2.11 Orientation

In Watsonville's traditional neighborhoods, the entry of the buildings faced the street. This provides pedestrian scale and "eyes-on-the-street" security. This pattern should be maintained.

• Locate the primary entrance towards the street.
• Clearly define the primary entrance by using a raised front porch or stoop.

2.12 Front Yard Setbacks

The transition of public and private spaces between the street and the building is an important characteristic of Watsonville's traditional neighborhoods.

• Provide a front yard consistent with those found on the block facing the street.
• Limit front yard fencing to 42" in height. Masonry, chain link and tall opaque fences are discouraged.
• Front porches are encouraged and may extend into the required front yard setback by up to six feet.

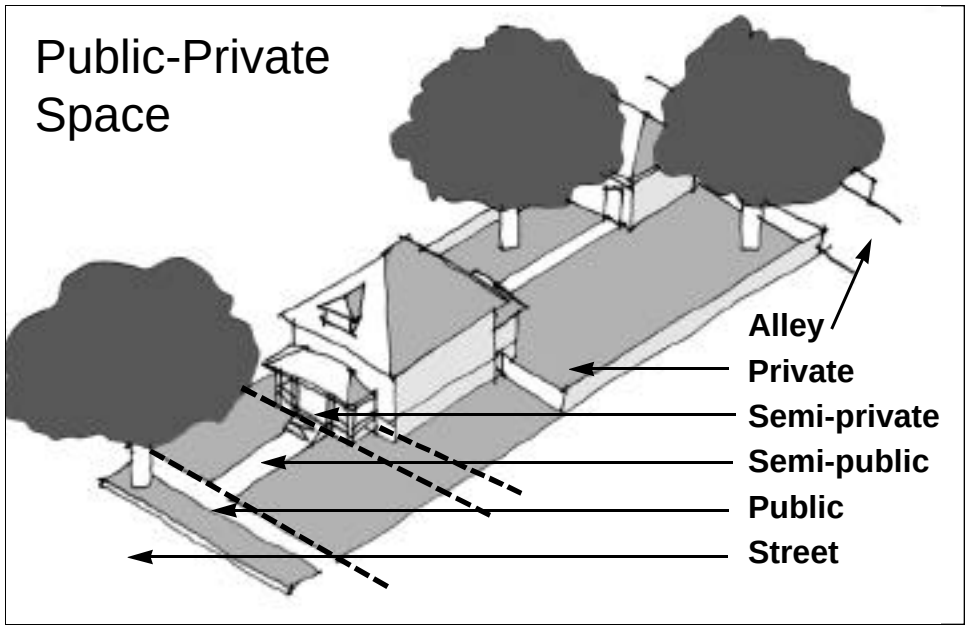
2.13 Parking

In many of Watsonville's historic neighborhoods, alleys provide access to parking without impacting the pedestrian friendliness of the residential streets. In areas where there are not alleys, garages have been located at the rear of the lot with access from narrow driveways.

• Shared driveways are encouraged to reduce the amount of paving and number of curb cuts.
• Access parking from existing alleys.
• Parking in the front yard is inappropriate. Locate parking areas to the rear of the lot.
• Use parking bays.
• Garages should not dominate the street scene. Locate garages in the rear half of the lot.
• Design new driveways and parking in a way that minimizes their visual impact. Use wheel-well ("Hollywood") driveways, visually soft materials such as turf block, and break up parking areas with landscaping to reduce their visual presence.
• Screen the view of parking from the public way with landscaping, low fencing, or garage orientation.
• Consider reducing requirements for covered parking as long as an adequate number of uncovered spaces are provided.

2.14 Massing

The mass and scale of infill development is an important design issue for the traditional neighborhoods. This includes the height, massing, and shape of new buildings and additions.



LEFT: Desirable
This diagram illustrates how Watsonville's traditional neighborhoods provide a "eyes-on-the-street" and clearly defined public and private spaces.

ABOVE: Undesirable
This example infill project does NOT fit the neighborhood. It has unit entries on the side yards rather than the street and highly visible parking in the middle of the lot.

• The mass and scale of new infill residential buildings should appear to be similar to the buildings seen traditionally in the neighborhood.
• The width of building face of an infill project should not exceed the width of a typical residential structure on adjacent lots.
• Minimize the perceived scale of new infill buildings by stepping down its height toward the streets and neighboring smaller structures.
• Divide larger buildings into smaller "modules" of similar size to traditional houses seen in the neighborhood.
• Use building roof forms that are similar to those seen traditionally in the neighborhood. These include gabled and hip roofs. "Exotic" or "foreign" roof forms, such as geodesic domes, "A" frames and flat roofs are not allowed.
• New development shall have finished floor heights within the range typically seen in the neighborhood.

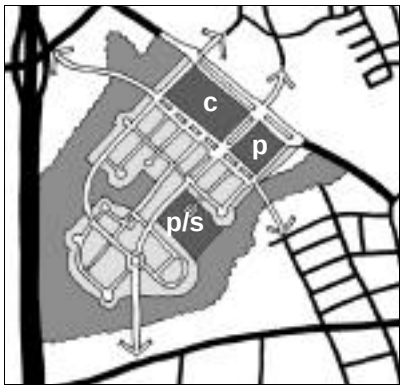
2.15 Architectural Features
Construction of additions and new buildings in Watsonville's traditional neighborhoods should respect their architectural context. These neighborhoods have a variety of architectural styles. The historic buildings in these neighborhoods have architectural features that provide a richness in textures and patterns that should be reflected in new construction.

• New infill projects in Watsonville's traditional neighborhoods should have a coherent architectural design concept where windows, doors, roof forms, siding materials and other building elements create a pleasing composition.
• The patterns of windows and doors should reflect the scale and patterns in the neighborhood. Windows should be proportioned and grouped to provide a similar composition.
• New development should use a mix of patterns and materials that are indigenous to the traditional neighborhood.

ABOVE: Desirable
These examples of infill houses in traditional neighborhoods utilize site plans and architectural designs that reflect the street orientation and scale familiar to the street.

NEIGHBORHOOD PLANNING PRINCIPLE 2: New Subdivisions

New subdivisions should be planned as an extension of the community's pattern of streets, parks, lots and blocks.



ABOVE: Desirable
This diagram illustrates how new subdivisions should connect to the community, use block patterns that are similar to Watsonville's traditional neighborhoods, have a hierarchy of streets sizes, avoid flood and wetland areas, and fully integrate parks and community facilities.

2.2 New Subdivisions

The following guidelines pertain to new subdivisions on undeveloped land and redevelopment of existing low density areas.

2.21 Connections to the City

As Watsonville develops its remaining vacant lands zoned for residential use, there is a desire to promote mixed density and mixed income neighborhoods that are connected to the community and serve existing residents. Isolated enclaves of walled subdivisions are not viewed as positive additions to the community.

• Principal access roads into new development areas should be of similar scale as streets they are connected to.

• The street patterns at the edges of the new project area should be extended into the site.

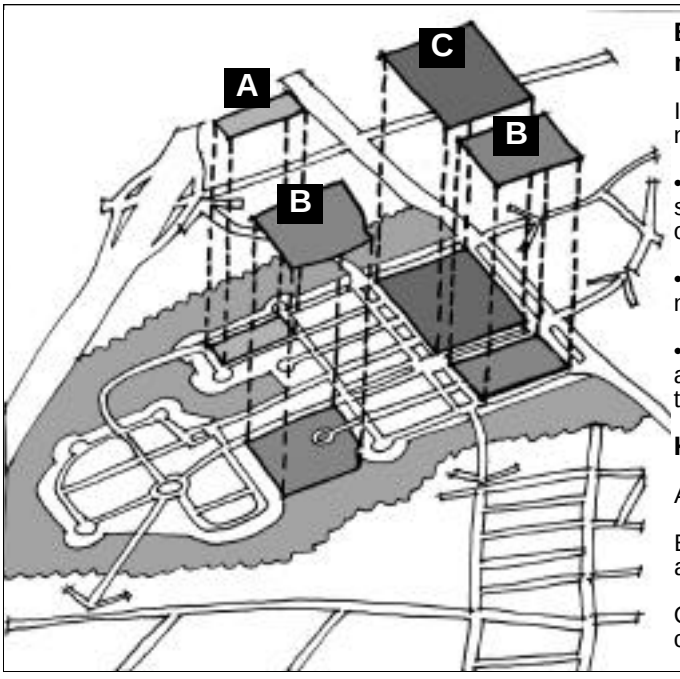
• Gateways and edges of new development should promote landscape and street improvements as common amenities that are shared with adjacent neighborhoods in the future. Subdivisions should not be socially gated or distinguished as an enclave.

2.22 Block Sizes and Patterns

The size of blocks in new development areas should reflect the scale and pattern of traditional Watsonville neighborhoods.

• The traditional blocks found in

ABOVE: Desirable
Schools, parks and community shopping are an integral part of Watsonville's traditional neighborhoods. New neighborhoods should include these types of social focal points and amenities.



Examples: Infill neighborhoods

Infill neighborhoods need to:

• Have a variety of street sizes and public open spaces;

• Connect to adjacent neighborhoods; and

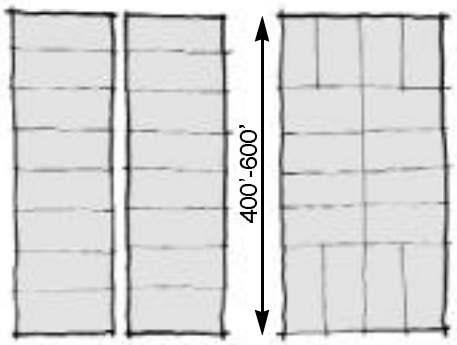
• Integrate community and commercial facilities.

Key

A. Residential blocks

B. Community facilities and parks

C. Community commercial or mixed-use



Typical Alley Block

16-24 lots with Alley parking

End-lot Blocks

16-24 lots with Street access parking

"H" Alley Block

14-24 lots with Alley parking

Examples: Traditional Blocks

Watsonville has a variety of traditional types of blocks. These blocks orient houses towards the street and reduce the visibility of garages.

The traditional blocks accept a variety of uses and density.

ABOVE: Desirable
This new subdivision is land-efficient with narrow residential streets and small lots. Front porches face the streets and houses share driveways in the back of the lot.

Watsonville should be used as a reference for the pattern and scale that organize new development areas.
• Block patterns should result in improved walkability and access options for new neighborhoods.

2.23 Integration of Parks and Community Facilities

In Watsonville's traditional neighborhoods, parks and community facilities were integrated into the original plan. This is desirable for new neighborhoods.

• New developments should use open space and community facilities to provide social and design focal points.
• New residential subdivisions should integrate common open space as a centrally located and defining feature.

2.24 Lot Patterns and Building Orientation

The pattern of lots and buildings should enhance the social and physical experience for pedestrians in new residential developments.

• The pattern of lots and buildings should reflect the type of residential street.
• Lots should be planned to promote friendly building orientation towards neighborhood streets.
• New residential buildings should include porches, yards and architectural design that enhance the social role of streets in the neighborhood.

2.25 Parking

Parking for new residential areas should play down the visual impact of cars and parking garages.

• Parking garages should be located behind the front building elevation.
• Solutions that minimize the visual impact of driveways should be used including sharing driveways, using alleys, or other design innovative approaches.
• Large parking lot surface areas for multifamily developments should be located in courts that are not visible from public streets; broken up with landscaping; and use a variety of paving materials.
• New subdivisions using a planned development process should consider alternative parking solutions including tandem parking, single car garages and other methods of reducing the visual presence of parking and cars from the street.

ABOVE: Desirable
These two subdivisions'homes have strong street orientation and garages pushed back from the street.

NEIGHBORHOOD PLANNING PRINCIPLE 3: Residential Streets

Residential streets should be pedestrian friendly with wide sidewalks, street trees and other amenities.

ABOVE: Desirable
This small lot development has narrow walkable streets, street trees, pedestrian-scaled lighting and parking at the rear of the lot.

ABOVE: Desirable
This residential neighborhood sidewalk has a planting strip and mature canopy trees separating pedestrians from traffic. The streetscape provides shade and beauty that makes this a desirable resi - dential address.

2.3 Residential Streets

The following guidelines describe how new streets in Watsonville should be designed to make better neighborhoods.

2.31 Street Widths

The Watsonville General Plan identifies a system of transportation facilities that serve regional, local and neighborhood needs. At it's smallest scale, basic residential streets are one of the most important design elements that define the quality of a neighborhood. The guidelines define a system of residential streets that minimize traffic and optimize pedestrian experience.

- Minimize use of cul-de-sacs.
- Connect neighborhoods via "slow streets" that have bike lanes, added pedestrian lighting, bulbed intersections, and other traffic calming measures.
- Provide narrow residential streets where alleys and off-street parking decrease the dependence of on-street parking.
- Allow connections for future streets.
- Allow streets to be designed with narrower travel lanes if they do not exceed 400' to 600' in length.
- Minimum street widths should be 34' from curb to curb. Even these narrow streets should have planting strips and sidewalks on both sides.

2.32 Cross Walks

The ability of residents to safely cross streets is an important feature in designing streets for neighborhood areas.

- All neighborhood streets should include crosswalks with enhanced paving materials and be consistent with Public Work's standards.
- On wider streets where there is more local traffic, create "pedestrian crossing zones" where the street narrows and ped buttons are available for safe and comfortable crossing.

2.33 Sidewalks and Planting Strips

Wide sidewalks separated from the street are desirable features in neighborhoods.

- All neighborhood streets should include an interconnected system of sidewalks.
- Traditional residential streets should include a sidewalk design that reflects the existing patterns in the neighborhood.
- Primary organizational streets in new neighborhoods should utilize planting strips and streetscape to separate sidewalks from the street's edge.
- Sidewalks & corner curbs must meet accessibility requirements.

2.34 Streetscape

Streetscape planting should be a key defining feature of residential neighborhood streets.

- All new residential developments will include a comprehensive streetscape

plan. The plan must satisfy street design, pedestrian comfort, and visual amenity objectives for the neighborhood.

• In new residential areas, new projects will include at least one street tree per lot or 40' of lot frontage, whichever is smaller.

• Include street trees for infill projects in traditional residential neighborhoods. Require at least one tree per 40' of frontage to be placed in planting strips, sidewalk tree wells or front yards if they do not conflict with utility easements.

• Include pedestrian-scaled lighting in existing and future neighborhoods.

2.35 Emergency and Service Access

Street designs need to balance the requirements for emergency and service access with other neighborhood design objectives.

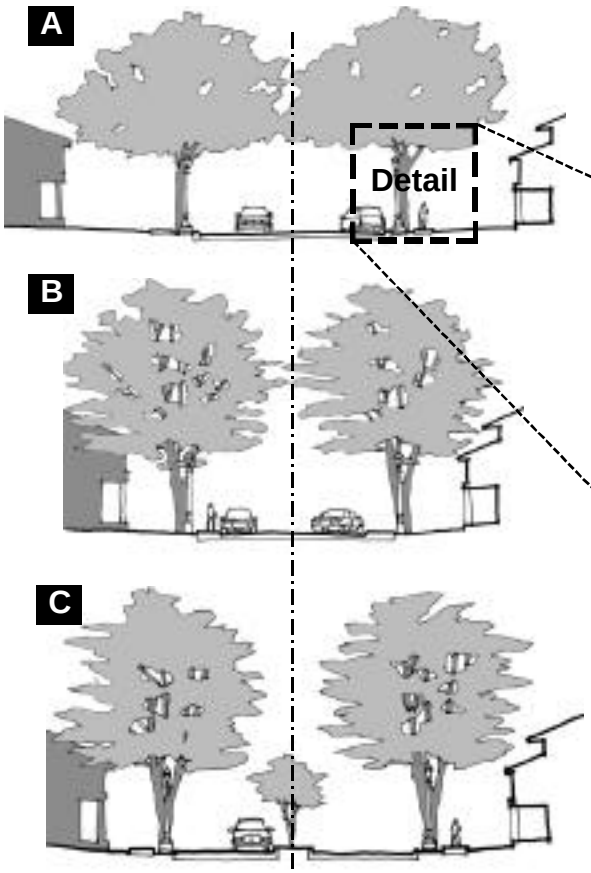
• The design for new projects, and for retrofit of existing streets, should employ innovative approaches to providing service access that maintains the pedestrian friendliness of the street.

• Use existing alleys, or new alleys, for service access.

• Develop smaller block patterns that create more access points for emergency vehicles.

ABOVE: Desirable
New streets in Watsonville should include a street tree concept plan that adds to the identity of the neighborhood. Examples above show strong tree canopy for both attached and detached sidewalks.

Examples: Street Cross Sections



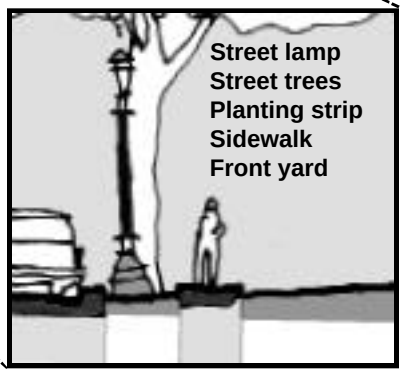
The Livable Community Residential Design Guidelines include criteria for neighborhood streets. The Guidelines stress streetscapes that enhance the pedestrian environment and neighborhood identity. Streets are to reflect the importance of the street in the community and a relationship to the scale of housing.

Example Streets:

A. Traditional Street
• Detached sidewalk and planting strip
• Pedestrian-scaled lighting
• On-street parking on both sides

B. Narrow Street
• Attached sidewalk
• Pedestrian-scaled lighting
• Parking on one side

C. Boulevard Street
• Landscaped median
• Detached sidewalk and planting strip
• Pedestrian-scaled lighting



NEIGHBORHOOD PLANNING PRINCIPLE 4: Alleys

Alleys should be utilized as opportunities to create new quiet and walkable secondary residential addresses and provide for off-street parking.

Examples: One story accessory unit behind bungalow on existing alley

Alleys in existing neighborhoods can become quiet addresses for accessory units.

Secondary structures should be smaller than the primary structure and be located at the edge of the alley.

ABOVE:
(1) In many communities, existing alleys are being developed as quiet resi - dential streets by adding units above garages or as separate accessory build - ings.
(2) Alleys in Watsonville's traditional neighborhoods are an untapped resource for adding housing units.

2.4 Alleys

The following guidelines describe how accessory units should be designed to make better use of Watsonville's alleys.

2.41 <u>Secondary Structures and Alley Houses</u>

In Watsonville's traditional neighborhoods there is a history of developing secondary structures along the alleys with accessory units. Many communities are encouraging the development of new neighborhoods that have the capacity for accessory units as a method for increasing density and maintaining the appearance of a single family community.

• Encourage the development of accessory units over or adjacent to parking accessed by existing alleys.
• Consider Zoning Ordinance modifications to allow accessory units in new subdivisions.
• Secondary structures with accessory units should be built along the edge of the alley to maintain the pattern of back yard open space in neighborhoods.
• Secondary structures with accessory units should be architecturally compatible with the primary structure and other houses in the neighborhood.
• Secondary structures with accessory units should be subservient in scale and total size to the primary structure on each lot.
• Secondary structures with accessory units should have the roof eaves face the alley to lower the visual scale of the building.
• Accessory units in secondary structures should be designed to reduce the impact on privacy of neighbors.

<u>2.42 Fencing and Landscaping</u>

Alleys are safer and more comfortable residential addresses when they are visibly accessible and have social oversight.

• 40% of alley frontage should be landscaped with a minimum 5' deep planting strip.

Examples: Accessory unit over parking on an alley in a new subdivision

Alleys in new neighborhoods can reduce the visibility of parking and provide opportunities to develop secondary units.

Secondary structures should be smaller than the primary structure and be located at the edge of the alley. 40% of the alley edge should be landscaped.

Standards

Max. height:	two stories, 24 feet
Max. foot print:	480 SF
Max. setback:	None
Landscaping:	40% of alley frontage
Fence:	6 feet, 42” opaque

ABOVE: Desirable
These new residential neighborhood projects use alleys for access to parking and service. They also provide an opportunity for accessory units.

• Protect existing trees in rear yards along alleys.
• To maintain visible access of alleys, fences can be a maximum of 6’ in height, with a maximum 42” being opaque.

2.43 Parking

The design of parking garages and spaces adjacent to the alley have a major impact on their visual character as an address for accessory units.

• Parking garages should have maximum setbacks of 5’ feet from the edge of the alley.
• Parking garages should be a maximum of two spaces wide or be articulated as separate buildings.

2.44 Trash Enclosures

The role of alleys as service streets may include trash storage and collection if they are adequately sized. The design and location of trash enclosures for larger multi-unit projects can have a impact on adjacent properties.

• Consistent with City standards, dumpsters shall be stored in trash enclosures that are architecturally compatible with the project.
• Trash enclosures should be oriented to provide easy access from trash collection trucks.
• Garbage cans for individual units or parcels should be stored behind a fence on a concrete pad.

ABOVE: Desirable
This is an alley view of a new accessory building that includes a secondary unit above a garage.

NEIGHBORHOOD PLANNING PRINCIPLE 5: Mixed-use Streets

Mixed-use streets should possess a pleasing pedestrian edge along the sidewalk.

ABOVE: Desirable
This new mixed-use residential project includes ground floor retail and com - mercial that serves the neighborhood.It has wide sidewalks and streetscape amenities that support pedestrian connections to adjacent commercial and residential districts.

2.5 Mixed-use Streets

The following guidelines describe how mixed-use residential projects should be designed to create a pedestrian friendly street.

2.51 Orientation

Mixed-use residential projects can provide an effective social and economic focus for neighborhoods. They can create connections to adjacent commercial areas, act as gateways to new neighborhoods, and complement other neighborhood activities that create foot traffic, such as schools, commercial development and transit stops.

- Mixed-use residential projects should align along the sidewalk edge.
- Mixed-use residential projects should be oriented to take advantage of foot traffic and visibility from the street.
- The storefront edge should be transparent with a maximum 18" kickplate, minimum 7' high storefront, and minimum 12' high transom window.

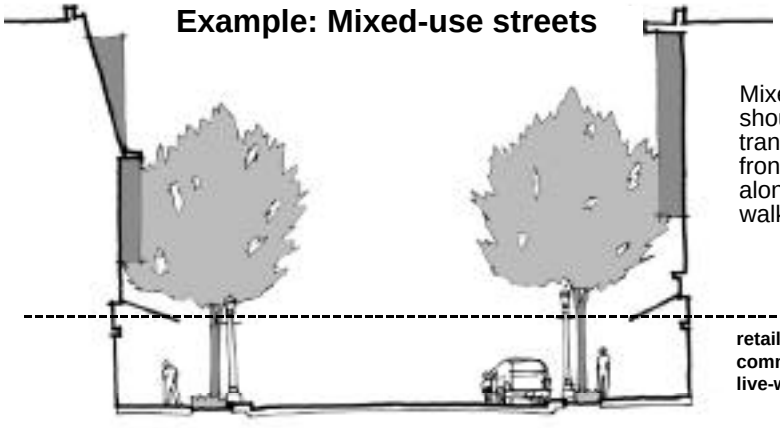
2.52 Ground Floor Land Use

Mixed-use projects provide an opportunity for locally-owned and neighborhood-serving businesses. The location and type of business can be an amenity to both the residential tenants and the community.

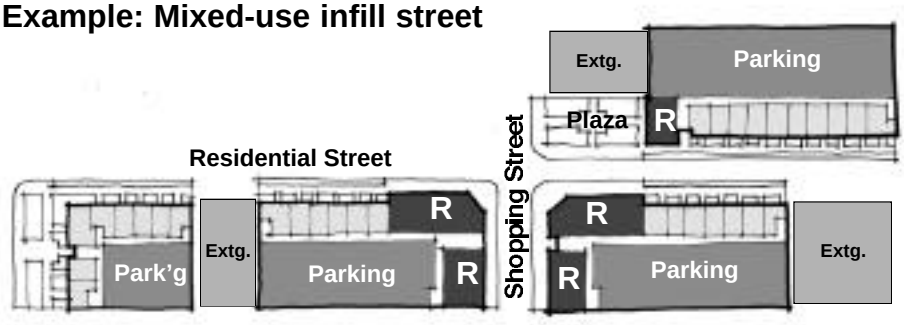
- Mixed-use projects in the Downtown area need to satisfy the Downtown Guidelines for ground floor land use.
- Besides commercial uses, ground floor tenants should include common amenities for projects, such as health clubs and community meeting space.
- For lower foot traffic areas, ground floor uses can include live-work spaces that take advantage of walk-in access for clients.
- Projects shall not have blank walls or parking garages along public streets and sidewalks.

ABOVE: Desirable
This new mixed-use project responds to its context in terms of ground floor uses, architectural themes, and cornice lines.

Example: Mixed-use streets



Example: Mixed-use infill street



Mixed-use streets should have transparent storefronts aligned along the sidewalk on shopping streets. Residential porches or "stoops" should be located along residential sides of projects. Parking should be located along rear alleys or under the housing.

Small parks and plazas should be developed as part of the neighborhood. Plazas along shopping streets should have retail uses around the edges.

ABOVE: Desirable
This storefront includes a signage and graphic concept that supports ground floor retailing.

ABOVE: Desirable
This mixed-use project provides streetscaping and outdoor seating areas on a wide sidewalk.

2.53 Massing

Mixed-use projects provide an opportunity to shape and activate public spaces and streets. This gives them an important role in residential neighborhoods as gathering points.

• A mixed-use building's form and design should have a deliberate street/street corner orientation.
• Upper levels should have expressive design features that give the building a rhythm and residential scale.
• The roof form should reflect the project's architectural context. In a commercial context, the roof may be flat or have a strong horizontal cornice element. In a residential neighborhood or village context, roof forms should include hip or gable elements.

2.54 Parking

Mixed-use development has a strong street orientation, parking for residents and ground floor commercial tenants can not separate the project from the street edge.

• Place parking to the side, rear or within a mixed-use project as to not interrupt the pedestrian orientation.
• Surface parking areas should be visually screened from the sidewalk. with landscaping.
• Access drives to parking should be located to minimize their impact on pedestrians.

2.55 Streetscape

The pedestrian environment created by mixed-use projects requires both strong architectural and streetscape design. Streetscape is an important element in the successful design of a storefront street.

• Sidewalks adjacent to mixed-use development should be wide enough to accommodate outdoor sitting areas and landscape. This should include a combination of at least 4' for planting, 8' for sitting, and 4' clear for walking.

• Street trees are required for sidewalk areas. Trees should be spaced 25'-30' on center and be coordinated with the bay spacing and storefront design of the project.

• Street furniture and pedestrian-scale lighting should be included in development plans for mixed-use projects.

Note:

All streetscaping and landscaping in public right-of-ways must be consistent with the Department of Parks and Recreation requirements for street trees.

SECTION THREE: Residential Design

The Watsonville Livable Community Residential Design Guidelines provide criteria for development of housing projects that make neighborhoods better and sustain their value. The Guidelines protect the desirable features of existing neighborhoods. They provide qualitative guidance for new infill projects and subdivisions that reflect what the community values in Watsonville's traditional neighborhoods.

All in all, housing design in Watsonville should strive to be "of the place". It should be familiar and fit the community.

Introduction: Understanding Watsonville's Residential Traditions

The City of Watsonville is demanding higher quality housing development that is reflective of the community's architectural and town planning traditions. Watsonville's design traditions are rooted in historic styles, response to climate, and a rural and agricultural economy.

Historic Styles

Watsonville is blessed with a substantial stock of historic commercial, mixed-use, multifamily and single family housing. These buildings provide an important context for projects in traditional neighborhoods. They contain a rich texture of design elements that establish a walkable scale and visual variety.

There are a variety of styles that can be found in Watsonville. The earliest is the Adobe style. These simple utilitarian structures feature plain massing with large simple roofs. Expressive rafters and chimney caps provide selected opportunities for variety.

Victorian era buildings constructed from the 1880's to the 1900's include a number of revival styles. Some of the styles that can be seen in Watsonville's historic neighborhoods include:

• Gothic Revival with gable roofs and spare detail;
• Italianate Revival with mansard roofs, elaborate brackets and cornice details, and vertical proportions;
• Colonial Revival with simple forms and Greek columns and details;
• Eastlake or Stickstyle with Italian details, shingles and ornate windows and;
• Queen Anne with fanciful turrets, fishscale shingle siding, and fancy trim and spindle details.

Starting in the 1900's, Watsonville witnessed the development of housing influenced by the Arts and Crafts movement. These include:

• Bungalow houses built as single story homes or as courtyard housing with large porches, deep overhangs and open raftertails, as well as being finished with shingles and/or stucco;
• Craftsman houses in a variety of styles with great attention paid to carpenter details; and

• Prairie-style houses, influenced by the Chicago School, with horizontal proportions.

In the 1920's there began a new generation of revivals where stucco became a predominate finish material. These "romantic" revivals included:

• English Fantasy houses with Gothic and English garden house forms;
• Spanish or Mission Revival with early California mission themes including red tile roofs; and
• Wood detailed California Ranch houses that were later emulated in the Post War suburbs.

Starting in the 1950's, Watsonville, like many California cities, started to develop production tract houses. These houses have several design features that the design guidelines will discourage in the future, such as highly visible parking and poor orientation towards the street.

Climate

The climate and geologic context should influence the design of houses. Watsonville's climate is moderated by the proximity to the ocean. Pajaro Valley's climate has cooler summers and warmer winters. This climate supports indoor-outdoor lifestyles. It lends itself to passive solar and ventilation design where the orientation of new houses and design of additions can take advantage of sun access and prevailing winds.

Agricultural Traditions

The agricultural traditions in Pajaro Valley provide a variety of architectural references. The simple agrarian forms of barns and outbuildings are landmarks in the landscape. At the edges of Watsonville these buildings and settings could offer an opportunity to incorporate agricultural themes. Many agricultural communities use designs that celebrate their wine country or farm history in the neighborhoods that transition between the town and the farms.

3.0 Residential Design Principles

Section Three of the Guidelines focuses on architectural design of single family and multi-family development. This includes projects located in traditional downtown neighborhoods, low-density infill opportunity sites, and new subdivisions.

The section identifies two overall guiding principles. Each principle is supported with planning and design guidelines.

RESIDENTIAL DESIGN PRINCIPLE 1: Traditional Single Family Design

The design of new single-family housing should reflect the scale and street orientation of Watsonville's traditional neighborhoods.

RESIDENTIAL DESIGN PRINCIPLE 2: Multifamily Housing Design

Multifamily housing should be designed to fit the scale and rhythm of Watsonville's traditional neighborhoods.

ABOVE:
Watsonville has a variety of styles and architectural traditions that provide a context for new investment in existing neighborhoods.
(1) Victorian-Queen Anne
(2) Arts and Crafts
(3) Romantic Revivals-English Tudor
(4) Romantic Revivals-Spanish Mission

RESIDENTIAL DESIGN PRINCIPLE 1: New Single Family Housing Design

The design of new single-family housing should reflect the scale and street orientation of Watsonville's traditional neighborhoods.

3.1 New Single Family Housing Design

The following guidelines describe how all new single family housing should be designed to make better neighborhoods.

ABOVE: Desirable

These new houses in suburban Portland are built on small lots with alley access. The top example is a detached single family project. The lower picture is of an attached townhouse project.

Each of these examples have:

- *Avariety of architectural styles and forms;*
- *Entry and sitting porches oriented towards the street; and*
- *Include planting strips and street trees between the sidewalk and street.*

3.11 Site Planning

Site planning for new subdivisions should result in housing that supports neighborhood design objectives.

- Where natural features exist, such as sloughs, drainages or hills, open spaces should be preserved and used to frame and define residential areas.
- Grading for new homes should limit the visual distinction between graded and adjacent natural land forms.
- Grading should be contoured to blend into adjacent open spaces.
- Entrances and windows, not garages, should be the dominant elements of front facades.
- At least 75% of the homes on each block should have front-facing entry porches.
- Garages should be pushed back at least 5' from the porch entry. Rear garages are strongly encouraged and should be designed to preserve back yard space.
- No setbacks should be required for detached garages at the rear of the site.
- The width of the garage should be less than 50% the width of the lot.
- Corner homes should be planned so both exposed facades enhance the street.
- On corner lots, the sides of the house should be set back at least 10' from the property line.
- On corner lots, the garage face should be at least 30' from the corner.

Examples: Making parking less visible

A. Mid-block lot with 5' minimum garage setback

B. Mid-block lot with detached garage located in rear yard

C. Corner lot with 5' minimum garage setback

D. Mid-block lot with tandem parking and 5' minimum garage setback

E. Mid-block with alley accessible garage

F. Corner lot with detached garage

Examples: Mixed density single family neighborhood

This plan diagram illustrates a single family neighborhood with a variety of housing types and streets. All parking is located behind the house. Each housing type features a street-oriented front porch.

A. Detached single family house with detached garage

B. Narrow street with semi-detached patio homes

C. Townhouse street

D. Parking court and alley

ABOVE: Undesirable

These small lot houses and court homes are POOR design examples. They have prominently visible garages, remove entries from the street, and lack variety.

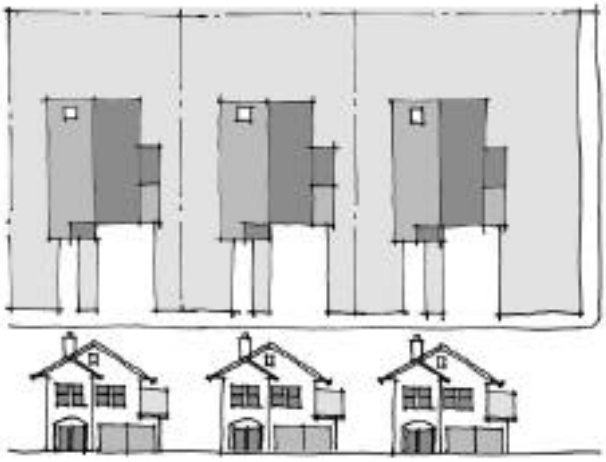
• All homes should have usable back yard setbacks of at least 13' for two-story homes and 10' for single story homes.
• Site orientation and building design should consider use of alternative energy sources and passive solar design concepts.

3.12 Architectural Design
The design of new residential subdivision projects should provide a variety of styles and high quality architecture.

• Architecture within each new residential area should reflect a common vocabulary of forms, details and materials. New projects should create a pleasing variety of homes.
• Block frontages should include at least three distinct models (both in plan and elevation), plus one or more variations for corner lots. Homes of the same model may not occur on adjacent lots.
• Each block face should include a variety of one and two-story elements.
• All facades should be well com-

ABOVE: Desirable

These small lot houses are GOOD examples of concealing parking at the rear of the lot, have street-oriented porch entries, and design variety.



Undesirable: Lacks design variety

Examples:

This example residential block lacks variety. The roof and unit types are the same. The block does not have a corner housing type.

Desirable: Design variety

Examples:

This example residential block has architectural variety. The roof and unit types are different. The block uses a specially designed corner housing type.

posed and articulated.
• Larger wall and roof planes should include 3-dimensional design features such as chimneys, balconies, bay windows or dormers.
• All facades of a home, including side and rear elevations, should have the same vocabulary of forms, detail and materials.
• The entire home should have a coherent architectural composition with transitions from front, sides and rear elevations being graceful, not abrupt.
• Roof forms should be consistent on all parts of the house and garage. All roofs should have a similar pitch.
• On corner lots, architectural style and details shall be consistent on both exposed facades.
• Details should reinforce and enhance the architectural form and style of the house.
• Stairways, fences, trash enclosures and other accessory elements should be designed as integral parts of the architecture.

3.13 Materials and Color

Overall, the choice of materials and colors should provide an enduring quality and enhance the

architectural and massing concepts for the building.

• Architecture within each residential subdivision should use a palette of materials that convey an image of quality and durability.

Examples include:

Roofs: Split wood shingles, unglazed clay tile, architectural composition shingles

Walls: Painted stucco, shiplap wood siding, wood shingles, board and bat - ten wood siding

• All the facades should employ the same vocabulary of materials.
• On corner homes, architectural materials should be consistent on both exposed elevations.
• Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction.

Examples include:
Roofs: glazed or painted tiles, metal or sheet materials, composition roll roofing

Walls: vinyl, metal, T-111 siding, ply - wood, other sheet materials

• Wood or hardboard siding, if used, should be shiplap or board-and-batten. Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.
• Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone, used in projects.

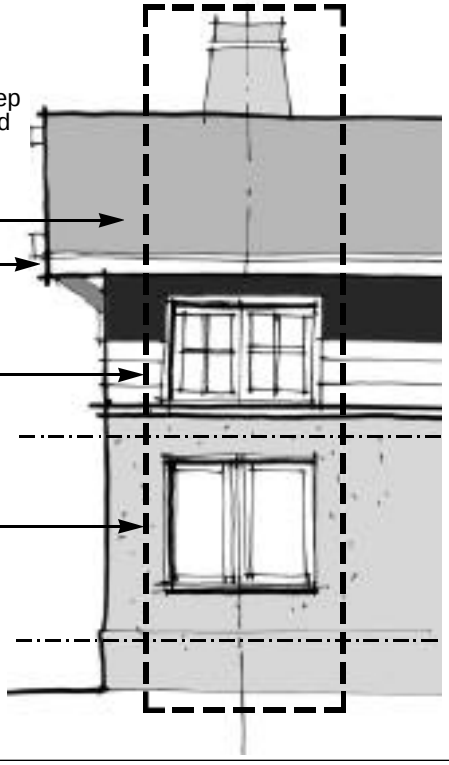
BELOW:

(1) Desirable
This example has quality materials and architectural articulation. The massing is broken up with bays and stepping wall plains. The house has a stucco "base" and a wood shingle upper story. The roof is tile.

(2) Undesirable
This is a POOR example. There is no architectural articulation or detail. The stucco walls are flat with flush alu - minum windows.

Examples: Materials and design

This residential architectural example uses more than one material, has a deep roof overhang, and groups windows and other features into a composition.



RESIDENTIAL DESIGN PRINCIPLE 2: New Multifamily Housing Design

Multifamily housing should be designed to fit the scale and rhythm of Watsonville's traditional neighborhoods.

3.2 Multifamily Housing Design

The following guidelines describe how all new multifamily housing should be designed to make neighborhoods better.

3.21 Site Planning

New multifamily projects should be an integral part of the neighborhood and the community that create a comfortable and social living environment for residents.

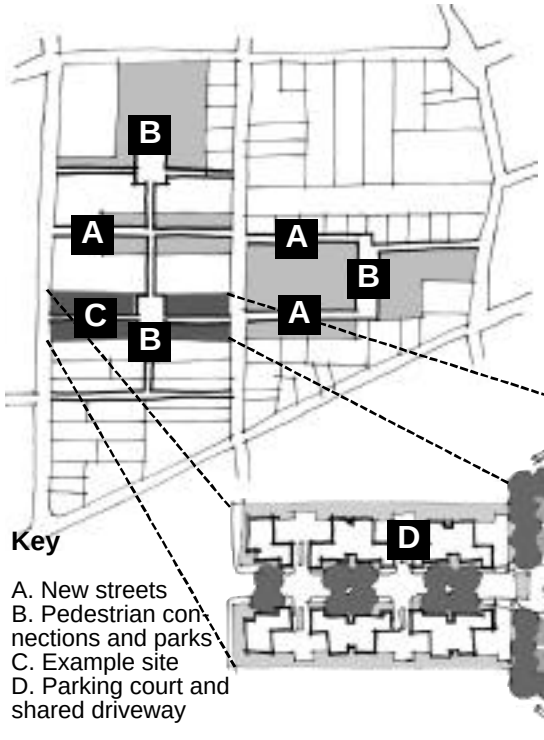
- Buildings should frame neighborhood gateways and define community and common open spaces.
- Public, communal, and private spaces should be clearly distinguishable.
- Ground floor units should have direct access from streets and common spaces.
- Units should provide "eyes-on-the-street" security by orienting towards streets and common areas.
- Site entries should distinguish themselves with added texture or use of contrasting materials.
- Entry drives to multifamily housing should be designed to create a posi-

ABOVE: Desirable

These examples illustrate how affordable housing can respond to climate, local architectural traditions, and provide common open space.

(1) These affordable apartments are organized around a "village square" entry court. The architecture reflects the agricultural traditions of the Livermore Valley.

(2) These duplex units are part of a small infill neighborhood organized around a mini-park. The structures include large shared sitting porches ori - ented towards the street.



Examples: Low density neighborhood infill

This example residential block is located in the low density portion of the community.

The concept anticipates future development by:

- Creating connections to existing and future streets; and
- Including a central open space that is part of a future neighborhood network.

tive identity for the project. Landscape and site design should frame and distinguish entry drives.
• Parking shall be screened by landscaping or buildings.
• Parking should be unobtrusive and not disrupt the quality of common spaces and pedestrian environments of multifamily development.
• Visible long, and unbroken rows of parked cars or garage doors should not be permitted. Parking should be distributed throughout the site in discrete courts and garages.
• Services for multifamily development should not be visible from public areas. Trash bins, utility meters, transformers, and other service elements should be enclosed or otherwise concealed from view.

3.22 Common Areas
Multifamily housing projects must provide public and common space. The common space is for use of all residents.

• Multifamily development must provide both common and private open space for each unit consistent with development standards in the Zoning Ordinance.

Key features in the Ordinance include:

Landscaping:
20% of the site must be landscaped. This includes areas not paved for parking, patios, walkways, etc.

Private Open Space:
The Zoning Ordinance requires 200 SF per unit of usable open space. 96 SF shall be private and the remaining 104 SF can be located in common courtyard areas.

• Common spaces and amenities should enhance the sense of community in multifamily projects.
• Play spaces for children are strongly encouraged and should be both secure and observable.
• Common open space should be centrally located and have a physical and visible connection to public open space.
• Common open space should be connected to each project's internal pedestrian system.

3.23 Architectural Design
The design of new multifamily projects should demonstrate a com-

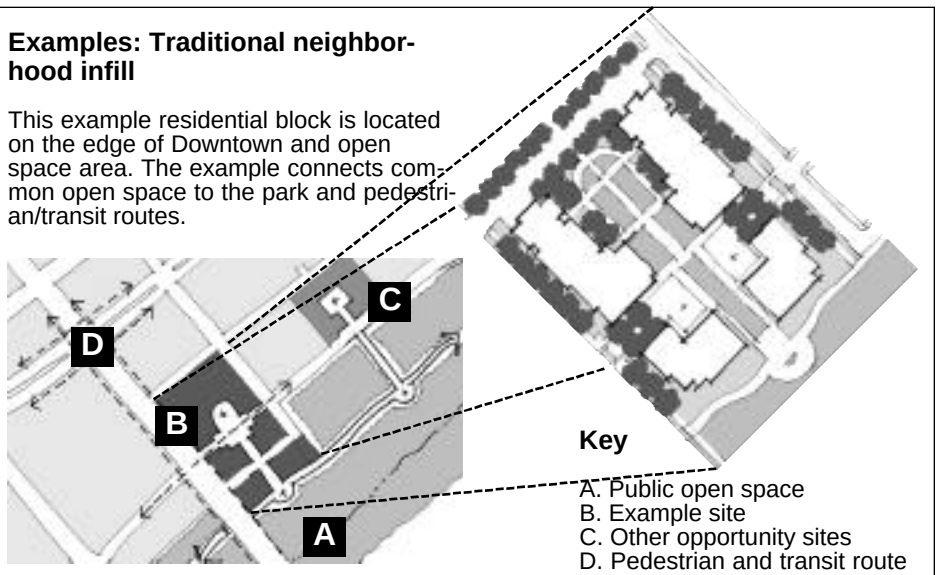
ABOVE: Desirable

(1) This apartment has parking tucked under the side of it. The parking is nicely paved, secure, and hidden from the street.

(2) This walkway links apartment buildings together. The walks are gra - cious and have brick insets to add tex - ture and interest.

Examples: Traditional neighborhood infill

This example residential block is located on the edge of Downtown and open space area. The example connects common open space to the park and pedestrian/transit routes.



ABOVE: Desirable

(1) This apartment has a quiet pedestri - an street along the edge of a shared park. The apartments overlook the park and walkway.

(2) This apartment building has units with stoops and planting strips along the sidewalk. This activates the edge of the building and provides "eyes-on-the-street."

mitment to lasting and durable design.

• Multifamily projects should utilize a unifying theme and possess a common vocabulary of forms and architectural elements.
• Visual interest should be created by articulation of facades, forms and use of color.
• Building forms should be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, unarticulated wall and roof planes shall not be permitted.
• Facades should have 3-dimensional elements, such as chimneys, balconies, bay windows or dormers, to break up large wall and roof surfaces.
• Every facade should be well composed, articulated and consistent on each facade.
• Roof forms should cover the entire width and depth of buildings, Superficial roof forms, such as "mansards", affixed to the building shall not be allowed.
• False fronts, facades and parapets are not allowed.
• Depending on the architectural context (such is in a traditional commercial district), flat roofs may be allowed, but only if they are screened from public view by continuous parapets or by pitched roofs and consistent with their architectural context.
• Stairways, fences, trash enclosures and other accessory elements should be designed as integral parts of the architecture. Manufactured components attached to the outside of buildings, such as stairways and sheds, shall not be prohibited.

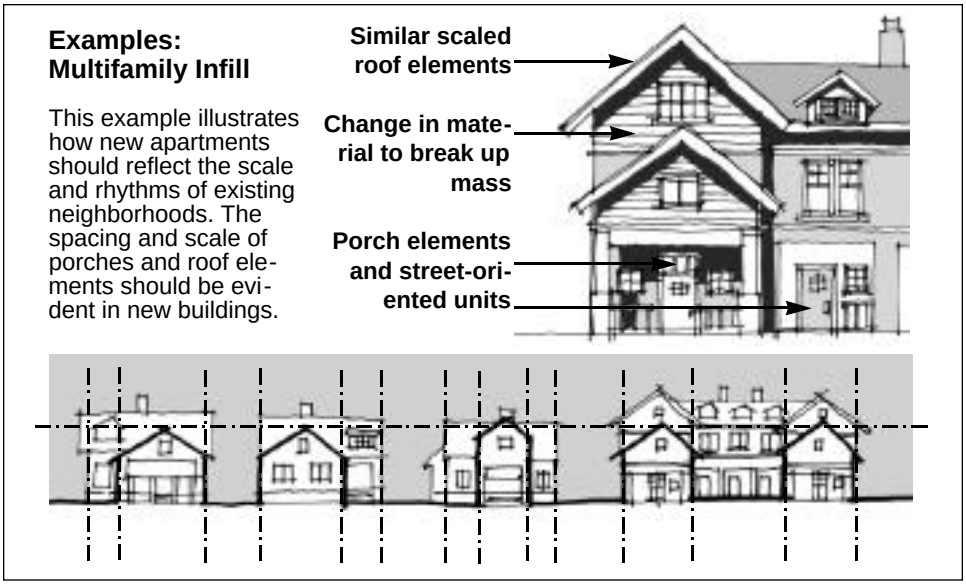
3.24 Materials and Color

The selection of architectural finishes and color should support overall image and massing concepts.

• Architecture within each multifamily project should use a palette of materials which convey an image of quality and durability.
• All the facades should employ the same vocabulary of materials.
• On corner units, architectural materials should be consistent on both exposed elevations.
• Buildings designed with obvious references to styles or periods should use consistent with that style or period.
• Painted surfaces should use colors

Examples: Multifamily Infill

This example illustrates how new apartments should reflect the scale and rhythms of existing neighborhoods. The spacing and scale of porches and roof elements should be evident in new buildings.



that reinforce architectural concepts and are compatible with natural materials, such as as brick or stone.
• Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction.

Examples include:

Roofs: glazed or painted tiles, metal or sheet materials, fake shingles made from metal or plastic materials

Walls: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials

• Wood or hardboard siding, if used, should be shiplap or board-and-batten. Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.

3.25 Lighting
Lighting should be an integral part of the planning and design of multifamily projects and NOT treated as an afterthought.

• Lighting in projects should be designed for specific tasks (i.e., illuminating common areas, parking, streets, paths, and entryways).
• Lighting should be mounted on architecturally designed posts less than 16' in height, and preferably lower.
• Fixtures and posts should be consistent throughout the project.
• Lighting along public streets and spaces should reflect district or neighborhood standards.
• Fixtures should incorporate cutoffs to screen the view of light sources from residences.

3.26 Landscape
Landscaping for multifamily projects should integrate the projects with the neighborhood and coherently support site and architectural concepts.

• All site areas not covered by structures, walkways, driveways or parking spaces should be landscaped.
• Landscaping should support the distinction and transition between private, common and public spaces.
• Landscape materials should be live plants. Gravel, rock, bark and other materials are not a substitute for plant cover.
• Landscape shall be permanent with automated irrigation. Water-intensive plants, such as lawns and flowering exotics, should be used sparingly as accents.
• Natural features and existing trees should be incorporated into the landscape plan.
• Plazas and common areas subject to pedestrian traffic may be surfaced with a combination of landscape and decorative pavers or textured concrete.
• Parking lots should be generously landscaped to provide shade, reduce glare and provide visual interest. Parking lots shall provide shade trees (of at least 15 gallon in size) for each 4 spaces.
• At least 15% of shared parking lots shall be landscaped. Lots should be screened from view with architectural walls, berms or shrubs.

ABOVE: Undesirable

(1) This new apartment building is organized around a parking lot. The project is introverted and is not connected to the neighborhood. The project has no common open space or amenities.

(2) This apartment building has ground level parking and a tall blank wall along the street. The design is out of scale with the adjacent buildings. The architecture is spare and unattractive.

SECTION FOUR: Case Studies

The Watsonville Livable Community Residential Design Guidelines provide examples of how they would shape investment in a variety of site contexts and densities. These examples demonstrate how site planning and building design responds to their context making neighborhoods more livable and housing better.

Section Four of the Guidelines focuses case study examples of single family and multi-family development. This includes single family accessory units in a traditional neighborhood, an alley infill site, downtown infill sites, and medium density infill projects.

4.0 Development Opportunity Sites
As Watsonville continues to mature, sites that provide an opportunity for housing development will be more challenging. They will require redevelopment; "doubling-up" on single family lots with accessory units or alley houses; or will be sites that have not developed because they are environmentally constrained, oddly shaped or have limited accessibility.

The case studies demonstrate the Watsonville Livable Community Residential Design Guidelines' principles on a variety of sites. These include:

4.1 Single Family Accessory and Alley Sites
4.2 Downtown Infill Sites
4.3 Medium Density Infill Sites

LEFT:
The case studies include sketches with notes. The sketches illustrate:

Setbacks
Unit orientation
Parking and access solutions
Street and landscape
Architectural context

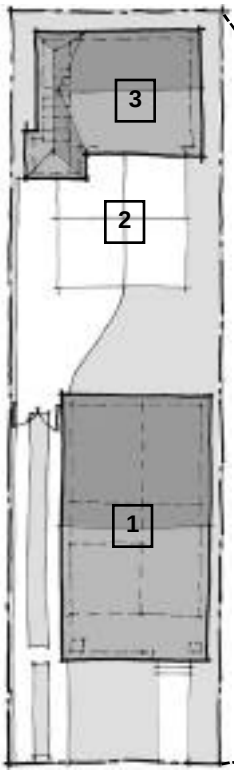
4.1 Accessory Units and Alley Sites

These infill opportunity sites are located in traditional neighborhood of smaller Bungalow and Victorian houses. These RM-2 sites offer opportunities to add small accessory units in rear yards or alleys. The concepts for these sites feature:

- Small accessory buildings in scale with neighborhood lots and buildings
- Hiding views of parking from the street
- Design that is in character with the existing historic houses

Sketch of Rear Yard Unit

Sketch of Alley Units



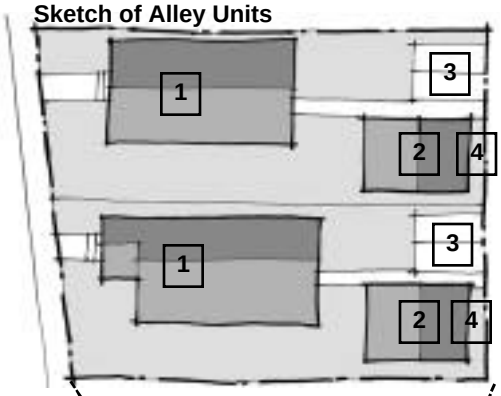
Site Description

Zoning:
RM-2
Site Size:
35'x 130'
Site Area:
4,550 SF

Development Program Summary
480 SF Accessory Unit
Density:
19 DU/A

Rear Yard Unit Site Plan Diagram

1. Existing Bungalow
2. Parking patio
3. Accessory unit over parking



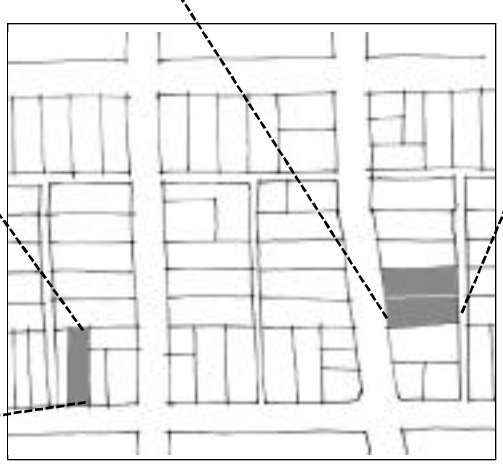
Site Description

Zoning:
RM-2
Site Size:
50'x 130'
Site Area:
6,500 SF

Development Program Summary
480 SF
Accessory Unit
Density:
13 DU/A

Alley Unit Site Plan Diagram

1. Existing Bungalow
2. Accessory unit
3. Surface parking
4. Landscaped 5' setback

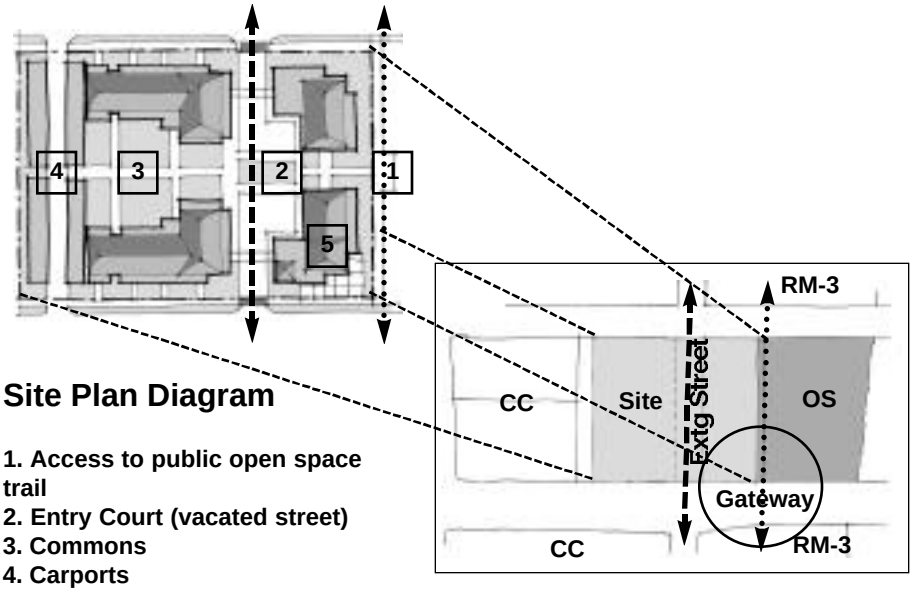


4.2 Downtown Infill Site

This infill opportunity site is located at the edge of downtown facing an open space and can be developed as a community gateway. The site is zoned commercial. There are a variety of uses around the site including commercial, residential and public open space area. The concept plan features:

- Two-story flats organized around a common courtyard
- Ground floor units that are oriented towards the sidewalks
- Gateway architectural feature and shopfront

Sketch of Gateway Street



Site Plan Diagram

1. Access to public open space trail
2. Entry Court (vacated street)
3. Commons
4. Carports
5. Commercial shop

Site Description

Zoning: CC
Site Size: 360' x 270'
Site Area: 97,200 SF (2.23 acres)
Adjacent Zoning:
RM-3
CC
OS

Development Program Summary

Apartment Flats	35
Parking	
Resident	53
Visitor	on-street
Commercial Shop	4,000 SF

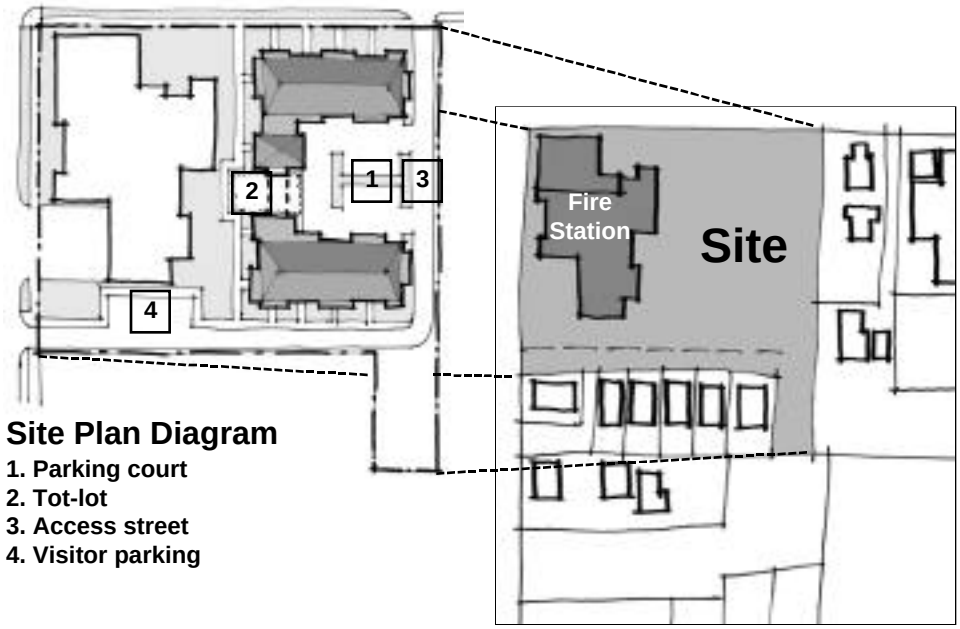
Density: 16 DU/A

4.2 Downtown Infill Site

This Fire Station site is located in the downtown. The development site includes the rear portion of the parcel that is currently used as a training area for Station 1. The block is shared with apartments and houses and is zoned RM-3. Across the street there are commercial uses in CCA zones. The concept plan features:

- Two-story flats organized around a parking court
- Entry porches that face the street
- A small tot-lot common open space

Sketch of Housing behind Fire Station



Site Plan Diagram

1. Parking court
2. Tot-lot
3. Access street
4. Visitor parking

Site Description

Zoning: PB
Site Size: 250'x 300'
Parcel Area:
77,250 SF (1.77 acres)
Site Area:
37,500 SF (0.86 acres)
Adjacent Zoning:
RM-3 (block)
CCA (street)

Development Program Summary

Apartment Flats	20 DU's
Parking Spaces	30 resident 6 visitor

Density: 23 DU/A

4.3 Medium Density Infill Site

This RM-2 site is located in the Airport Road area. It is a corner site that can be developed as a gateway to the neighborhood. There are a variety of uses around the site including commercial, residential and a utility company yard area. The concept plan features:

- Single family units facing existing single family
- Secondary alley units over garages
- Two-story four flat building at the corner

Sketch of Alley Housing

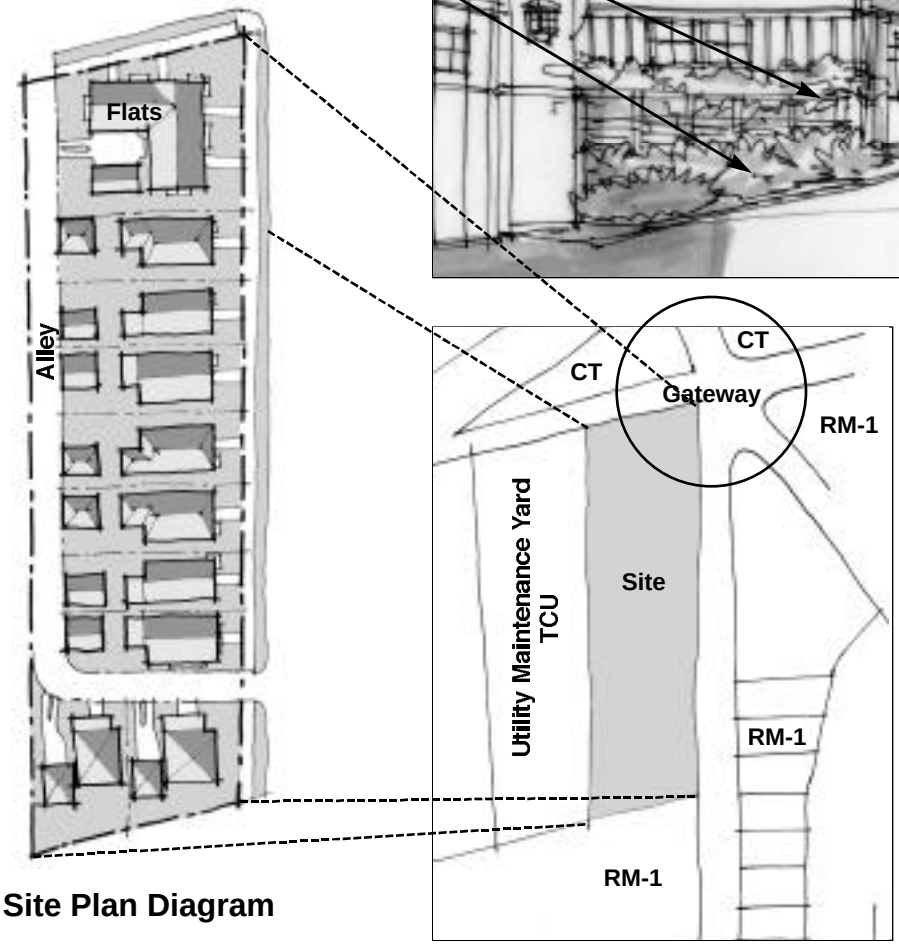
Rear yard private open space, landscaping and trees

Dormer windows

Landscaped screen wall

6' fence, 48" opaque

40% of alley edge landscaped



Site Plan Diagram

Site Description

Zoning: RM-2
Site Size: 560' x 165'
Site Area: 92,400 SF (2.12 acres)
Adjacent Zoning:
RM-1
TCU
TC

Development Program Summary

Primary Single Family Units	9
Secondary Alley Units	7
Corner Flats	4
Total Units	20

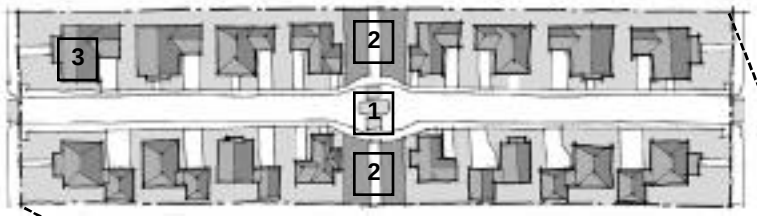
Density: 10 DU/A

4.3 Medium Density Infill Site

This RM-2 site is located in the Airport Road area. It is a mid-block site that can be developed as a mini-neighborhood. The site is narrow and long creating shallow lots. The concept for this site features:

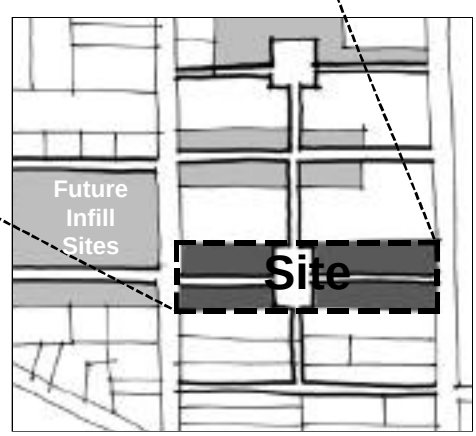
- Small park linked to future neighborhood walkway system
- Shallow single family lots with street-facing porches and garages set back
- Variety of housing designs including a corner unit that is oriented towards access roads

Sketch of Housing from Sidewalk



Site Plan Diagram

1. Traffic calming
2. Vest pocket park linked to evolving neighborhood walk and park system
3. Corner unit design



Site Description

Zoning: RM-2
Site Size: 460' x 130'
Site Area:
59,800 SF (1.37 acres)
Adjacent Zoning:
RM-2

Development Program Summary

Single Family Units	16 DU's
Small Parks	4,000 SF

Density: 12 DU/A

Appendix

The appendix includes additional background on submittal requirements. There are several other documents that are companions to the Guidelines that should be reviewed.

BELOW:

This is a checklist for design review submittal requirements. See page 4 for more information on the requirements.

Review Process
The design review process was discussed in Section One. There are additional development review requirements identified in Watsonville's ordinances. And, City staff will be glad to answer any questions you may have about development standards, processes, and submittal requirements.

Submittal checklists for design review are summarized below. The review process and requirements are discussed on page 4 of the Guidelines.

Companion Documents
There are several companion documents to the Guidelines. These include the Watsonville General Plan, Municipal Code, and City Council Resolutions.

Watsonville General Plan
Chapter 4:Land Use and Community Development

Watsonville Municipal Code

Title 14	Zoning
Title 9	Off-street Parking
Title 13	Subdivisions

Tier 1 Submittal Requirements

Context Analysis:
- Photo board of site and adjacent structures
- Site plan including adjacent parcels

Development Program Summary:
- Site size and dimensions
- Existing and proposed square feet
- Existing and proposed parking

Project Design Information:
- Site and roof plan
- Floor plans
- Building elevations
- Color and material board

Tier 2 Submittal Requirements*

Context Analysis:
- Photo board of site and adjacent structures
- Site plan including adjacent parcels

Development Program Summary:
- Site size and dimensions
- Existing and proposed square feet and unit count
- Existing and proposed parking

Project Design Information:
- Site landscaping and roof plan
- Floor plans
- Building elevations
- Color and material board

Tier 3 Submittal Requirements*

Context Analysis:
- Photo board of site and adjacent streets or develop areas
- Site plan including adjacent neighborhoods within 100 feet

Development Program Summary:
- Site plan with lot size and dimensions
- Proposed number of units and area summaries
- Proposed parking

Project Design Information:
- Site landscaping and roof plan
- Typical floor plans and elevations
- Color and material board
- Typical street sections
- Sketches of public elements

* Additional information may be requested at the discretion of the Community Development Director

DEVELOPMENT STANDARDS MATRIX

	Lot Size Interior	Lot Size Exterior	Minimum Lot Width Interior	Minimum Lot Width Exterior	Maximum Height	Minimum/ Maximum Density	Lot Coverage	Minimum Front Yard	Side Yard Interior Lot	Side Yard Exterior Lot Street Side	Side Yard Exterior Lot Interior Side	Side Yard Zero Lot Line	Minimum Rear Yard	Parking Ratio/ D.U.	Landscaping as % of lot area
SINGLE FAMILY															
R-1 zoning															
Single lot	6000'	6500'	50'	60'	28 '(a)	<-7.99 D.U./ac.	50%	20'	5'	10'	5'	no	20' (k)	2(g)(h)	-
Attached (townhouse,condo.)	-	-	60'	70'	28' (a)	<-7.99 D.U./ac.	-	20'	5'	10'	5'	yes (c)	15'	2 (j)	20%
Accessory Buildings															
o Detached, rear of lot	-	-	-	-	20'	-	-	-	0	0	0	-	0		-
o Adjacent to alley	-	-	-	-	20'	-	-	-	5'	5'	5'	-	5'		-
MULTI-FAMILY															
R-M2 zoning															
Duplex	6500'	7000'	60'	70'	28' (d)	8-13.99 D.U./ac(n)	50%	20' (b)	5'	10'	5'	no	20' (k)	2 (j)	20%
Mini-Lot Subdivision	5000'	5500'	50'	50'	28' (e)	8-13.99 D.U./ac(n)	45%	20' (b)	5'	10'	5'	no	20'(k)	2 (g)(h)	20%
Cluster Subdivision	4000'	4500'	40'	50'	1 story	8-13.99 D.U./ac(n)	45%	20' (b)	5'	8'	5'	yes	20'(k)	2 (g)(h)	20%
Attach. Bdg.Subdivision	-	-	-	-	28' (d)	8-13.99 D.U./ac(n)	-	20' (b)	5'	10'	5'	yes (c)	20'(k)	2 (g)(h)	-
Accessory Buildings															
o Detached, rear of lot	-	-	-	-	20'	-	-	-	0	0	0	-	-	-	-
o Adjacent to alley	-	-	-	-	20'	-	-	-	5'	5'	5'	-	-	-	-
RM3 zoning															
W/ site plan review	7000'	7500'	60'	70'	28' (d)	14-42 D.U./ac(n)	50%	15'	10'	15'	10'		5'(f)	2 (i)(m)	-
Attach. Bdg.Subdivision	-	-	-	-	28' (d)	14-42 D.U./ac(n)	50%	15'	10'	15'	10'	yes (c)	5'(f)	2 (i)(m)	-
Accessory Buildings															
o Detached, rear of lot	-	-	-	-	24'	-	-	-	0	5'	0	-	-	-	-
o Adjacent to alley	-	-	-	-	24'	-	-	-	5'	5'	5'	-	-	-	-

Notes:

(a) 35' w/ Special Use Permit
(b) 5' by modification
(c) But not on side perimeter property line
(d) 40'; if single family w/ Special Use Permit; 40' if principal building
(e) 35' w/ Special Use Permit
(f) Measured from rear perimeter line
(g) 3 spaces for 4 BR unit; 4 spaces for 5 BR unit; enclosed 2 car garage per unit.
(h) Tandem parking can be used for required parking space
(i) 3 spaces for 4 and 5 BR unit; enclosed 2 car garage per unit.
(j) 3 spaces for 4 and 5 BR unit; enclosed 2 car garage per unit.
(k) 5' if 1000 sq. feet in rear 1/3 of lot
(l) one covered, one uncovered
(m) 1 guest space per 4 BRs for 1st 75 units
(n) zoning w/out PD does not permit expanded density

Council Resolutions

316-87
Residential Development Standards for Multifamily Rental Projects

317-87
Residential Development Standards for Condominium and Townhouse Projects

City Staff Support
City of Watsonville Community Development Staff are located in City Hall. They are available to answer any questions you may have about your housing project. You can call for an appointment or talk with someone at the counter.

Contact information:

City of Watsonville Community Development Department
250 main Street

Telephone: (831) 728-6018
Fax: (831) 728-6173
City Web Site:
http://www.ci.watsonville.ca.us/index.html

ABOVE:

The table above is provided for easy ref - erence of residential development stan - dards. The table summarizes basic dimensional standards from the Watsonville Zoning Ordinance. As the Zoning Ordinance is periodically updat - ed, be sure and check with the City on the most recent version.